



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FORTH WORTH, TX	<b>Accident Number:</b>	FTW92FA025A
<b>Date &amp; Time:</b>	11/20/1991, 1218 CST	<b>Registration:</b>	N9343S
<b>Aircraft:</b>	BEECH B19	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

CONVAIR 600, N94258, WAS ON A FLT WITH A COML PLT IN THE L SEAT & A CFI IN THE RGT SEAT. THEY ENTERED VFR TFC FOR ILS APCHS TO RWY 34. THE COML PLT WAS USING A HOOD; THE CFI WAS PROVIDING SIMULATED ATC VCTRS FOR AN APCH. A DEVELOPMENTAL CTLR (D/C) WAS CTLG TFC AT THE FTW ALLIANCE ARPT UNDER SUPVN OF AN INSTRUCTOR. D/C ADZD THE PLTS TO MAINT VFR & THAT SEPN SVCS WOULD NOT BE PROVIDED. AS THE CONVAIR WAS IN A CLOSED/RGT PATTERN, THE PLT OF BEECH B19, N9343S, CTCD THE TWR FOR APPROVAL TO TRANSIT THE AREA FM SE TO NE. THE B19 PLT WAS CLRD THRU THE AREA AT OR BLO 2400' MSL. SUBSEQUENTLY, THE 2 ACFT CONVERGED & COLLIDED AT AN ALT OF ABT 2000' MSL. IMPACT OCCURRED AS THE B19 WAS ON A HDG OF 060 DEG & THE CONVAIR WAS IN A RGT TURN TO INTERCEPT THE ILS FINAL APCH COURSE. THE B19 PLT SAW THE CONVAIR JUST BFR IMPACT & TRIED TO AVOID A COLLISION; THE CONVAIR PLTS DID NOT SEE THE B19. AFTER IMPACT, THE CONVAIR WAS LNDD WITH A DMGD HRZNTL STBLZR. THE B19 PLT WAS FORCED TO LNDG ON ROUGH TRRN. THE ATC CTLRS HAD NOT NOTIFIED EITHER CREW OF THE OTR ACFT'S PSN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE VISUAL LOOKOUT BY THE PILOTS-IN-COMMAND OF BOTH AIRCRAFT, WHICH RESULTED IN THEIR FAILURE TO SEE-AND-AVOID THE OTHER AIRCRAFT. A FACTOR RELATED TO THE ACCIDENT WAS: FAILURE OF THE DEVELOPMENTAL CONTROLLER OR THE SUPERVISOR TO PROVIDE ADEQUATE CONTROL TOWER SERVICE.

## Findings

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Occurrence #1: MIDAIR COLLISION

Phase of Operation: CRUISE

Findings

1. (F) CONTROL TOWER SERVICE - INADEQUATE - ATC PERSONNEL(LCL/GND/CLNC)
  2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	21, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/10/1991
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	690 hours (Total, all aircraft), 200 hours (Total, this make and model), 580 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 42 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N9343S
<b>Model/Series:</b>	B19 B19	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	MB-777
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	10/09/1991, 100 Hour	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>	55 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E3D
<b>Registered Owner:</b>	MICHAEL COHEN	<b>Rated Power:</b>	150 hp
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	ARI BEN AVIATION INC.	<b>Operator Designator Code:</b>	BEJS

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AFW, 722 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1219 CST	Direction from Accident Site:	340°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14° C
Precipitation and Obscuration:			
Departure Point:	FT WORTH, TX (FTW)	Type of Flight Plan Filed:	None
Destination:	DALLAS, TX (ADS)	Type of Clearance:	None
Departure Time:	1215 CST	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	FT WORTH ALLIANCE (AFW)	Runway Surface Type:	
Airport Elevation:	722 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	MATTHEW ELLIS	Report Date:	09/11/1992
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).